APPENDIX B

Theater-Opening Force Modules

This appendix outlines the capabilities and command relationships of each of the theater-opening force modules, as well as the principal units and equipment they contain. It will enhance understanding of the roles and capabilities of the theater-opening force modules in accomplishing force closure. This guidance applies to all commanders charged with employment of theater-opening force modules in an APA operation.

COMMAND AND CONTROL

During the initial stages of the theater- and port-opening efforts, the C^2 relationships pertaining to the RSO&I are of critical importance. Use of the four theater-opening force modules is discussed below. Selection is based on the type operation support needed.

Theater-Opening Force Module D
Humanitarian Operation

In this package, the corps support group commander is the senior overall logistics commander and the following applies:

- As the senior supporting logistics force command headquarters, the CSG is in charge of the overall logistics effort.
- The MTMC management cell performs port management functions.
- Elements of the Army CTG or transportation battalion (terminal) are the port operator.
- The supported CINC designates the port commander based on the specific scenario's METT-T.
- The LSE provides a small element to transfer accountability of the equipment and supplies discharged from the APA stocks to the receiving units.
- The MMT provides materiel management support and functions on the premise of split- based operations.
- The MCT provides movement control for onward movement.
- MTMC assumes all port operation functions during the sustainment phase to free the Army CTG for subsequent employment in support of the corps or other requirements, that is, a second major regional conflict or MOOTW requirement.

Theater-Opening Force Module C
Peace-Enforcing and Humanitarian Operation

In this package, the corps support group commander continues as the senior overall logistics commander and the following applies:

- The CSG continues as the senior supporting logistics force headquarters.
- Discharge of the heavy brigade RO/RO vessels is unlikely.
- Discharge of the CSS linebacker vessels, the heavy-lift pre-positioned ship, and one of the container ships for hospital support is possible.

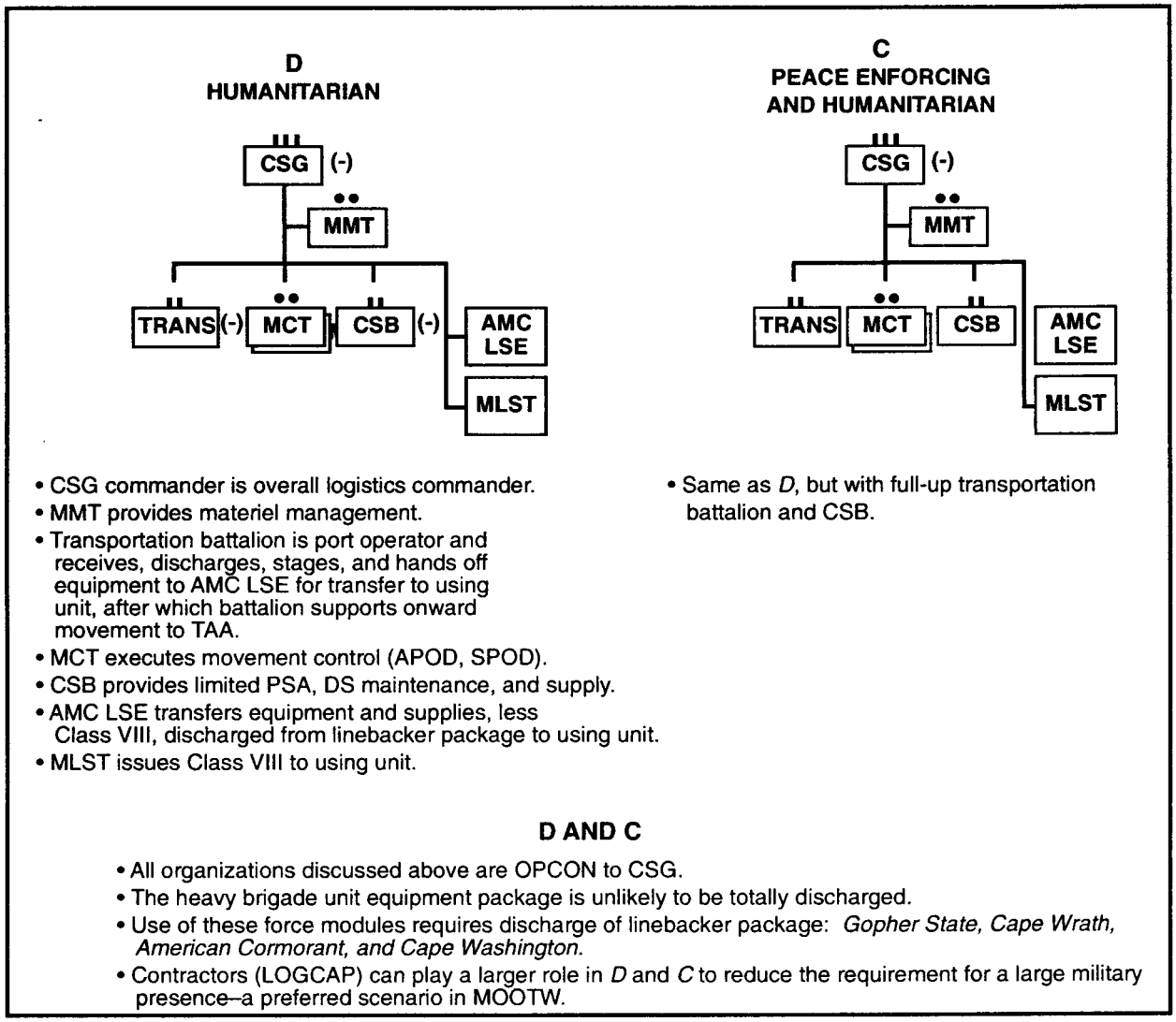
As the tactical situation permits and local or LOGCAP terminal services become available, MTMC will assume the port operator's responsibilities through the use of commercial contracts. This reduces the requirement for a large military presence and frees the Army CTG

for subsequent employment in support of the corps or other requirements, that is, a second major regional conflict or MOOTW. Notional command organizations for Force Modules D and C are shown in Figure B-1.

Theater-Opening Force Module B
Lesser Regional Conflict

In this package, the ASCC support command or the COSCOM has been deployed and the respective commander is the senior overall logistics commander. In addition—

- The ASCC support command/COSCOM is the senior supporting logistics force command headquarters.
- The Army CTG(-) will have at least one terminal battalion and one motor transport battalion for onward movement and port clearance.
- The CSG(-) will provide PSA support, DS maintenance, DS supply operations, common- user land transport, Class V



- CSG commander is overall logistics commander.
- MMT provides materiel management.
- Transportation battalion is port operator and receives, discharges, stages, and hands off equipment to AMC LSE for transfer to using unit, after which battalion supports onward movement to TAA.
- MCT executes movement control (APOD, SPOD).
- CSB provides limited PSA, DS maintenance, and supply.
- AMC LSE transfers equipment and supplies, less Class VIII, discharged from linebacker package to using unit.
- MLST issues Class VIII to using unit.

- Same as *D*, but with full-up transportation battalion and CSB.

D AND C

- All organizations discussed above are OPCON to CSG.
- The heavy brigade unit equipment package is unlikely to be totally discharged.
- Use of these force modules requires discharge of linebacker package: *Gopher State, Cape Wrath, American Cormorant, and Cape Washington.*
- Contractors (LOGCAP) can play a larger role in *D* and *C* to reduce the requirement for a large military presence–a preferred scenario in MOOTW.

Figure B-1 - Theater-Opening Force Modules D and C

management (receipt, storage, and issue), and sustainment support for personnel within the support command.

- The APA fleet will probably be discharged where the LSE transfers all stocks to the ARFOR commander.

Theater-Opening Force Module A
Major Regional Conflict

In this package, the ASCC support command commander is the senior overall logistics commander and the following applies:

- The ASCC commander will normally elect to establish an EAC support command (formerly TAACOM) to relieve the COSCOM commander of those responsibilities above corps level.
- The COSCOM commander may be dual hatted as the ASCC support command commander.
- The ASCC support command (COSCOM if dual hatted) will be the senior supporting logistics force command headquarters.
- To accomplish the mission, a probable discharge of the APA fleet, as well as a draw upon other AWR stocks, that is, AWR-5, Southwest Asia, is needed.
- Follow-on divisions require multiple CSGs and a full strength Army CTG or equivalent.
- The LSE will significantly expand to provide greater support.

Notional command organizations for Force Modules B and A are shown in Figure B-2.

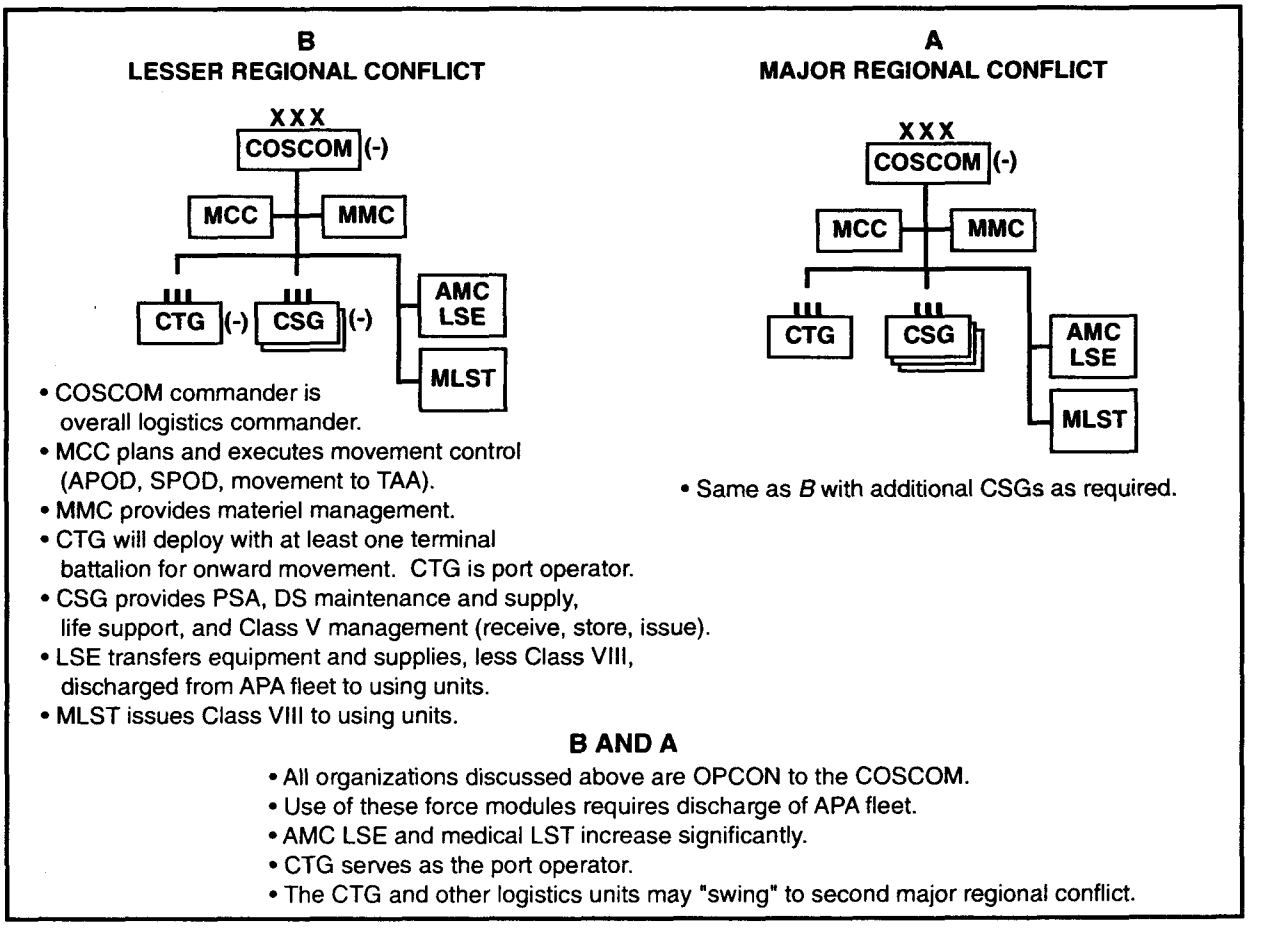


Figure B-2 - Theater-Opening Force Modules B and A

MODULE CAPABILITIES AND COMPOSITION

Module compositions expressed in Figures B-3 through B-6 are generic configurations. They are not ends in themselves, but rather start points for force planners tailoring capabilities to the specific requirements of an operation.

Current configurations are based on combat ships being discharged as balanced heavy battalion task forces (2x2s with two armor companies and two mechanized infantry companies) with HHC, an engineer company, an artillery battery, and associated CSS slice. Each of the four task force ships' stow plans will have accommodated an entire heavy battalion task force, along with PLLs, ancillary equipment, and required supplies, including 1.5 tiers of Class V as ammunition basic load.

Theater-Opening Force Module D

Module D provides initial port-opening support for small humanitarian missions. It can perform as the initial package when opening a large port operation or as the total package when carying out a small port operation.

With a LAD of C+4, this module opens air and sea ports to deliver one airborne brigade (by air insertion) and one heavy battalion task force (APA) with required support slice and sustainment. At the seaport, this equates to discharge of the linebacker package (HLPS, auxiliary crane ship, and one LMSR), one LMSR, and selective discharge of sustainment supplies from LASH or container ships. Depending on the length of the mission, further sustainment may need to be discharged from APA ships or ships from CONUS.

Under normal circumstances, this package can discharge only one ship at a time. Although the time necessary to discharge a ship depends on the size of ship and type of cargo, a general planning factor is 48 hours per ship for most large military RO/RO vessels. Lift-off operations largely determine discharge time, since they are the most time-consuming operations.

Initial theater opening, port clearance, and limited intratheater sealift for humanitarian missions		
PREPO SHIPS	**ARMY WATERCRAFT**	**OTHER UNITS**
1 HLPS 1 T-ACS 2 LMSR 1 LASH	1 LSV 6 LCU 2 LCM 8 3 LARGE TUG 2 CMD & CNTRL 4 CAUSEWAY SYSTEM 1BD CRANE 3 LARC 60	1 HHC, TRANS GROUP (-) 1 HHC, TERMINAL BN (-) 1 TERMINAL SERVICE CO 1 CARGO TRANSFER CO (1) 1 ACD DET (-) 1 HEAVY CRANE DET 1 DIVE DET (-) 1 GS MAINTENANCE CO (-) 1 PLS TRUCK CO (-) 1 LT-MED TRUCK CO (-) 1 ENG PORT CONSTR CO (-) 1 CONTRACT SUPERVISION DET 1 MCT (LC) 1 CORPS MCC (-)
APPROXIMATE PAX = 1000		

Figure B-3 - Theater-Opening Force Module D

The limiting factor for operations under ASMP base assumptions—fixed port, adequate modem facilities, good infrastructure—is the assignment of only one terminal service company. Other assets may become limiting factors if these base assumptions are not met; for example, lighterage may become the limiting factor if the port will not accommodate deep-draft ships. Army lighterage included in this module provides limited intratheater sealift.

This module is sufficient for most humanitarian relief operations in which the speed of force closure is not a critical factor. The total size of the force being discharged or supported is only limited by the CINC's required delivery date for the force. For example, Module D could discharge all APA ships in a fixed port, but the discharge would not be completed until long after C+15.

Theater-Opening Force Module C

Module C provides minimum port support for major peacekeeping and humanitarian missions. With a LAD of C+4, this module opens and operates air and sea ports to deliver one airborne division (by air insertion) and two heavy battalions (APA) with required support and sustainment. Required discharge at the seaport includes the linebacker package, two LMSRs, and selected sustainment supplies from LASH and container ships. Further sustainment discharge from APA ships or ships from CONUS may be required for long-term missions.

Under normal circumstances, this module can discharge two ships simultaneously. Once again, in best-case scenarios, the limiting factor is the presence of only two terminal service companies. This module has additional assets for conducting discharge and cargo transfer operations in more austere environments. Finally, it provides limited inland support and enhanced intratheater sealift.

Minimum port support operations, limited inland support capability, and limited intratheater sealift for major peacekeeping and humanitarian missions		
PREPO SHIPS	**ARMY WATERCRAFT**	**OTHER UNITS**
1 HLPS 1 T-ACS 4 LMSR 2 LASH 1 CNTR	2 LSV 6 LCU 8 LCM 8 3 LARGE TUG 4 CMD & CNTRL 8 CAUSEWAY SYSTEM 1 BD CRANE 8 LARC 60	1 HHC, TRANS GROUP (-) 1 HHC, TERMINAL BN (-) 2 TERMINAL SERVICE CO 1 CARGO TRANSFER CO (1) 1 ACD DET (-) 1 HEAVY CRANE DET 1 DIVE DET (-) 1 GS MAINTENANCE CO (-) 1 HHD,TMT BN 1 HET CO) 1 PLS TRUCK CO 1 ENG THEATER CONSTR CO (-) 1 CONTRACT SUPERVISION DET 1 MVT CTRL TM (AIR TERM) 1 MVT CTRL TM (LC) 1 CORPS MCC (-)
APPROXIMATE PAX = 2100		

Figure B-4 - Theater-Opening Force Module C

Theater-Opening Force Module B

Module B provides limited port support for lesser regional conflicts. With an EAD of C+4 and a LAD of C+9, this module opens and operates air and sea ports to deliver one airborne division (by air insertion) and one heavy brigade (APA) with support slice and sustainment. Seaport discharge requirements include the linebacker package, four LMSRs, and selected sustainment supplies from LASH and container ships. Further discharge of APA or surge sealift ships may also be required.

This module's three terminal service companies allow it to discharge up to three ships simultaneously under normal conditions. Neither its capabilities for operations in more austere environments nor its intratheater sealift capabilities are significantly greater than Module C. However, this module does provide enhanced inland support.

Theater-Opening Force Module A

Module A provides full port support for a major regional contingency. It contains all assets required to close the C+15 and C+30 forces on time in a fixed-port environment. With an EAD of C+4 and a LAD of C+19, this module opens and operates air and sea ports to deliver one airborne division (by air insertion), one heavy brigade (APA), and two heavy divisions with support slice and sustainment. This translates to required seaport discharge of all APA ships and surge sealift ships. Significant additional sustainment requirements may exist for lengthy operations.

Under normal conditions, this module can discharge up to seven ships simultaneously. It provides seven terminal service companies, full inland support, and full intratheater sealift capabilities. Portions of this capability reside in the reserve component, so assumptions

Limited port support operations, enhanced inland support, and enhanced intratheater sealift for lesser regional contingencies		
PREPO SHIPS	**ARMY WATERCRAFT**	**OTHER UNITS**
1 HLPS 1 T-ACS 6 LMSR 3 LASH 2 CNTR	2 LSV 16 LCU 8 LCM 8 3 LARGE TUG 4 CMD & CNTRL 8 CAUSEWAY SYSTEM 1 BD CRANE 8 LARC 60	1 HHC, TRANS GROUP 1 HHC, TERMINAL BN 3 TERMINAL SERVICE CO 1 CARGO TRANSFER CO 2 ACD DET 2 HEAVY CRANE DET 1 DIVE DET 1 GS MAINTENANCE CO (-) 1 HHD,TMT BN 1 HET CO 1 PLS TRUCK CO 1 LT-MED TRUCK CO 1 ENG PORT CONSTR CO (-) 2 CONTRACT SUPERVISION DET 1 MCT (AIR TERM) 1 MCT (LC) 1 CORPS MCC (-)
APPROXIMATE PAX = 2500		

Figure B-5 - Theater-Opening Force Module B

Full port support operations, full inland support capability, and full intratheater Sealift for one major regional contingency		
PREPO SHIPS	**ARMY WATERCRAFT**	**OTHER UNITS**
2 HLPS 1 T-ACS 8 LMSR 3 LASH 2 CNTR	2 LSV 16 LCU 14 LCM 8 6 Large Tug 6 CMD & CNTRL 9 CAUSEWAY SYSTEM 2 BD CRANE 8 LARC 60 2 BARGE, LQD 1 FMS 1 BARGE, CGO DK	1 HHC, TRANS GROUP 3 HHC, TERMINAL BN 7 TERMINAL SERVICE CO 2 CARGO TRANSFER CO 3 ACD DET 3 HEAVY CRANE DET 2 DIVE DET 1 GS MAINTENANCE CO (-) 1 HHD,TMT BN 3 HET CO 1 MED TRUCK CO 2 PLS CO 1 LT-MED TRUCK CO 1 ENG PORT CONSTR CO (1) 2 CONTRACT SUPERVISION DET 1 MCT (AIR TERM) 1 MCT (LC) 1 CORPS MCC
APPROXIMATE PAX = 5450		

Figure B-6 - Theater-Opening Force Module A

regarding the relation of S-, T-, or M-day to C-day become crucial for meeting ASMP timelines for force closure. For example, this module can only discharge four ships simultaneously using active component units until the reserve terminal service companies arrive.

PRINCIPAL UNITS AND EQUIPMENT

Although the theater-opening force modules consist of a variety of units and equipment, those discussed below provide the capabilities most essential to force closure:

- **HHC Transportation Group (Composite)** - Provides C^2 of port-operating and truck transport units and liaison with MTMC, ARFOR, and JTF. It may also command and control logistics units operating in the port area.
- **MTMC Port Management Cell** - Made up of preselected permanently assigned MTMC military and civilian personnel, performs contingency port management functions. It provides rapid transition to war capability since most of the assigned personnel will perform functions similar to their daily peacetime activities. An early deployer, this cell is the port manager in all scenarios ranging from bare-beach LOTS to modern, highly developed water terminals. As the tactical situation permits, it assumes the port operator's responsibilities through the use of commercial contracts or HNS.

- **HHC Transportation Battalion (Terminal)** - Provides C^2 to terminal service, heavy crane, cargo documentation, and watercraft units.
- **HHD Transportation Battalion (Motor Transport)** - Provides C^2 to motor transport and support units.
- **Contract Supervision Detachment** - Needs the support of a contracting office with finance and legal support to contract for commercial port and transportation support.
- **Terminal Service Company** - Capable of discharging two ships at a time in fixed-port operations or in JLOTS, must be augmented by drivers from a PSA provided by the receiving force.
- **Automated Cargo Documentation Detachment** - Provides information interface with worldwide port system. Its personnel operate LOGMARS seamers through-out port and document the receipt of equipment /cargo. They prepare manifest data for MTMC and receipt data for the receiving units.
- **Heavy Crane Detachment** - Augments portside commercial crane support or provides heavy lift capability when commercial cranes are unavailable or damaged. It also provides heavy lift beach discharge capability in bare-beach JLOTS.
- **Cargo Transfer Company** - Assists in corps area by operating arrival/departure airfield control groups, inland terminals, and railheads. The unit is equipped with rough terrain container handlers, rough terrain container cranes, 10K and 4K forklifts, and a squad of trucks for local distribution of equipment and supplies.
- **Logistics Support Vessel** - Has a 2,000-short-ton capacity, 8,000-mile range and is self-deployable any place in the world. Normally requiring a port or floating causeway pier to conduct discharge operations, it performs ship-to-shore movement to damaged port or bare beach. It also performs port-to-port movement along water main supply routes and intratheater and intertheater sealift on water LOC.
- **Heavy Boat Company (LCU 2000)** - Has a 350-short-ton capacity, 4,000-mile range, and is self-deployable or can be moved by a heavy lift ship. It normally requires a port or floating causeway pier to conduct discharge operations. It performs ship-to-shore movement to damaged port or bare beach and port-to-port movement along the water's main supply route.
- **Medium Boat Company (LCM-8)** - Performs ship-to-shore movement to damaged ports or bare beaches and inland-waterway movement along water MSRs. The vessel, which has a 60-ton capacity, must be moved by strategic lift into an AO.
- **Company Headquarters Floating Craft** - Provides C^2 to Army watercraft, including tugs, floating cranes, liquid barges, LARC LX, and causeway craft.
- **Floating Crane Detachment** - Provides afloat heavy lift capability for cargo discharge and assists in water salvage operations. It has a 100-ton lift capacity.
- **Large Tug Detachment** - Berths deep-draft ships and maneuvers floating crane and petroleum barges.
- **Small (Pusher) Tug Detachment** - Operates pusher tugs from pre-positioned LASH ships and moves LASH barges from ship to shore. Two pusher tugs are loaded aboard each of the pre-positioned LASH ships. Licensed operators are available in the Army CTG.
- **Liquid Cargo Barge Detachment** - Operates petroleum barges that provide fuel to Army watercraft. Its fuel capacity is approximately 180,000 gallons.
- **LARC LX Detachment** - Transports beach preparation equipment from ship to shore for bare-beach JLOTS and moves cargo from ship to shore. The vessels have a load capacity of 60 tons.
- **RO/RO Discharge Facility Detachment** - Assembles and maintains RRDF to provide RO/RO interface from deep-draft ships to Army and Navy watercraft during degraded-port or bare-beach JLOTS. It requires 9-11 modular causeway sections (MCSs). The current contract is for sufficient MCSs to construct three RRDFs.

- **Causeway Ferry Detachment** - Assembles, operates, and maintains causeway ferries to move cargo from ship to shore. A single-width ferry requires three MCSs and one powered section or side-loadable warping tug (SLWT). A double-width ferry, capable of transporting 40-foot containers, requires six MCSs and one powered section or SLWT. The current contract is for sufficient MCSs to construct four single-width ferries.
- **Floating Causeway Pier Detachment** - Assembles, emplaces, and maintains floating piers to allow beach discharge of rolling stock and containers in bare-beach JLOTS. The current contract is for MCSs to construct two each 800-foot piers.
- **Floating Craft DS/GS Maintenance Company** - Provides maintenance support to Army watercraft. The unit is currently built around a floating machine shop, but plans are to convert to a modular support capability.
- **ROWPU Barge Detachment** - Produces and provides fresh water to the port area. Normal capacity, depending on salinity content of the water source, is 225,000 to 275,000 gallons per day. The detachment has storage capacity of approximately only 10,000 gallons, so it needs to be employed with a tactical water distribution system or existing pipeline.
- **Engineer Port Construction Company** - Performs beach preparation during bare-beach JLOTS, rehabilitates degraded ports, and maintains port facilities.
- **Lightweight Dive Detachment**- Performs hydrographic surveys for bare-beach JLOTS operations, inspects/repairs underwater port structures, performs ship husbandry, and assists in salvage operations.
- **Command and Support Dive Detachment**- Performs salvage operations, inspects/repairs underwater port structures, and provides support for extended diving operations.
- **Light-Medium Truck Company** - Moves advance parties/PSAs from APODs to SPODs and augments the palletized load system (PLS) and medium-truck companies in port clearance and local haul operations.
- **Palletized Load System Truck Company**- This company clears containers from the port and moves them inland to the corps area (up to 100 miles).
- **Medium-Truck Company**- Augments the PLS company in port clearance and inland support.
- **Heavy Equipment Transport Company** - Clears tracked vehicles from the port to the TAA
- **Movement Control Center (Corps)**- Provides C^2 for the ATMCT and MCTs, validates lift requirements, and enforces command priorities.
- **Movement Control Detachment** - Provides highway regulation for moving personnel and cargo into the corps area.
- **Movement Control Detachment (Air Terminal)** - Operates the APOD in coordination with the airlift control element.